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CENTRAL INTELLIGENCE AGENCY

REPORT

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1. The plant for technical equipment "Fabryka Urzadzen Technicznych" (FUT) at Ratibor was constructed after WW II and measured approximately 600 by 500 m. 75 percent of this area were built-up in September 1956. The plant had a railroad junction. Electric power which came from Cosel high-tension power plant was transformed by a transformer installation at the plant. Maximum power requirements were met by a closed-circuit arrangement from Neisse (Nysa) power plant and an undetermined coal mine. The average power consumption per hour of the plant was between 180 and 280 kW. No emergency generator was available. Machine equipment was procured from the GDR, Czechoslovakia and partly also from Poland.
2. The plant had available 6 trucks, 3 sedans and 2 Diesel locomotives.
3. The plant manufactured tanks for railroad tank cars and gasoline stations, boilers for hot-water installations, pipes for boiler sheathing equipment and components for bridge and hanger construction. The tanks for railroad tank cars were manufactured in different sizes, and the largest tank had a diameter of approximately 2.50 m and a length of approximately 10 m. According to estimates, the plant's monthly production amounted to approximately 15 to 18 tanks for railroad cars and 30 to 40 little tanks for gasoline stations and hot-water installations. No details were known on the quantity of other products manufactured by the plant.
4. In 1954, important experiments started on the production of special pipes, which [redacted] were to be used for rockets. These pipes had a length of approximately 5 m, an inside diameter of approximately 400 mm and a wall thickness of 16 to 20 mm. The pipes were reinforced by an 8-fold wrapping consisting of iron or steel strips with a diameter of approximately 60 mm and equipped with 4 grooves on the outside of the wall. Each steel or iron strip was preheated electrically and then fitted on by means of a machine. Top and bottom of each strip were welded to the pipe and/or the preceding strip. The strips were wrapped in such a way that the grooves of the

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preceding strip fitted into the grooves of the following one.

a compression strength of approximately 3,000 atu (atmospheric pressure) was to be achieved. The outside of the pipe was smooth. Experiments with this type of pipe were still under way in September 1956.

5. Products of this plant were predominantly shipped to the USSR and China; only a small proportion was scheduled for domestic consumption.
6. The plant employed approximately 700 to 750 workers and approximately 300 white-collar employees. Work was usually performed in one shift. Only the welding section, the turning section, and partially also the boiler-manufacturing section had to work in 2 or even 3 shifts, particularly at the end of each month.
7. The plant was surrounded by a 2-m high wire-mesh fence which was topped by barbed wire. Along the fence, lamps which burned during night time were mounted every 30 m. The plant was guarded by 2 factory guards during the daytime and by three factory guards armed with carbines at night. 50X1-HUM

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CLASSIFICATION

COUNTRY Polish occupied Germany

REPORT

SUBJECT Plant for Technical Equipment
 (FIRM) "Fabryka Urzadzen Technicznych"
 (FUT) at Ratibor. POLAND

(If applicable)

ANNEXES

1. The plant for technical equipment "Fabryka Urzadzen Technicznych" (FUT) at Ratibor was constructed after WW II and measured approximately 600 by 500 m. 75 percent of this area were built-up in September 1956. The plant had a railroad junction. Electric power which came from Cosel high-tension power plant was transformed by a transformer installation at the plant. Maximum power requirements were met by a closed-circuit arrangement from Neisse (Nysa) power plant and an undetermined coal mine. The average power consumption per hour of the plant was between 180 and 230 kW. No emergency generator was available. Machine equipment was procured from the GDR, Czechoslovakia and partly also from Poland.
2. The plant had available 6 trucks, 3 sedans and 2 Diesel locomotives.
3. The plant manufactured tanks for railroad tank cars and gasoline stations, boilers for hot-water installations, pipes for boiler sheathing equipment and components for bridge and hangar construction. The tanks for railroad tank cars were manufactured in different sizes, and the largest tank had a diameter of approximately 2.50 m and a length of approximately 10 m. According to estimates, the plant's monthly production amounted to approximately 15 to 18 tanks for railroad cars and 30 to 40 little tanks for gasoline stations and hot-water installations. No details were known on the quantity of other products manufactured by the plant.
4. In 1954, important experiments started on the production of special pipes, which [redacted] were to be used for rockets. These pipes had a length of approximately 5 m, an inside diameter of approximately 400 mm and a wall thickness of 16 to 20 mm. The pipes were reinforced by an 8-fold wrapping consisting of iron or steel strips with a diameter of approximately 60 mm and equipped with 4 grooves on the outside of the wall. Each steel or iron strip was preheated electrically and then fitted on by means of a machine. Top and bottom of each strip were welded to the pipe and/or the preceding strip. The strips were wrapped in such a way that the grooves of the

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[REDACTED] a compression strength of approximately 3,000 atu (atmospheric pressure) was to be achieved. The outside of the pipe was smooth. Experiments with this type of pipe were still under way in September 1956.

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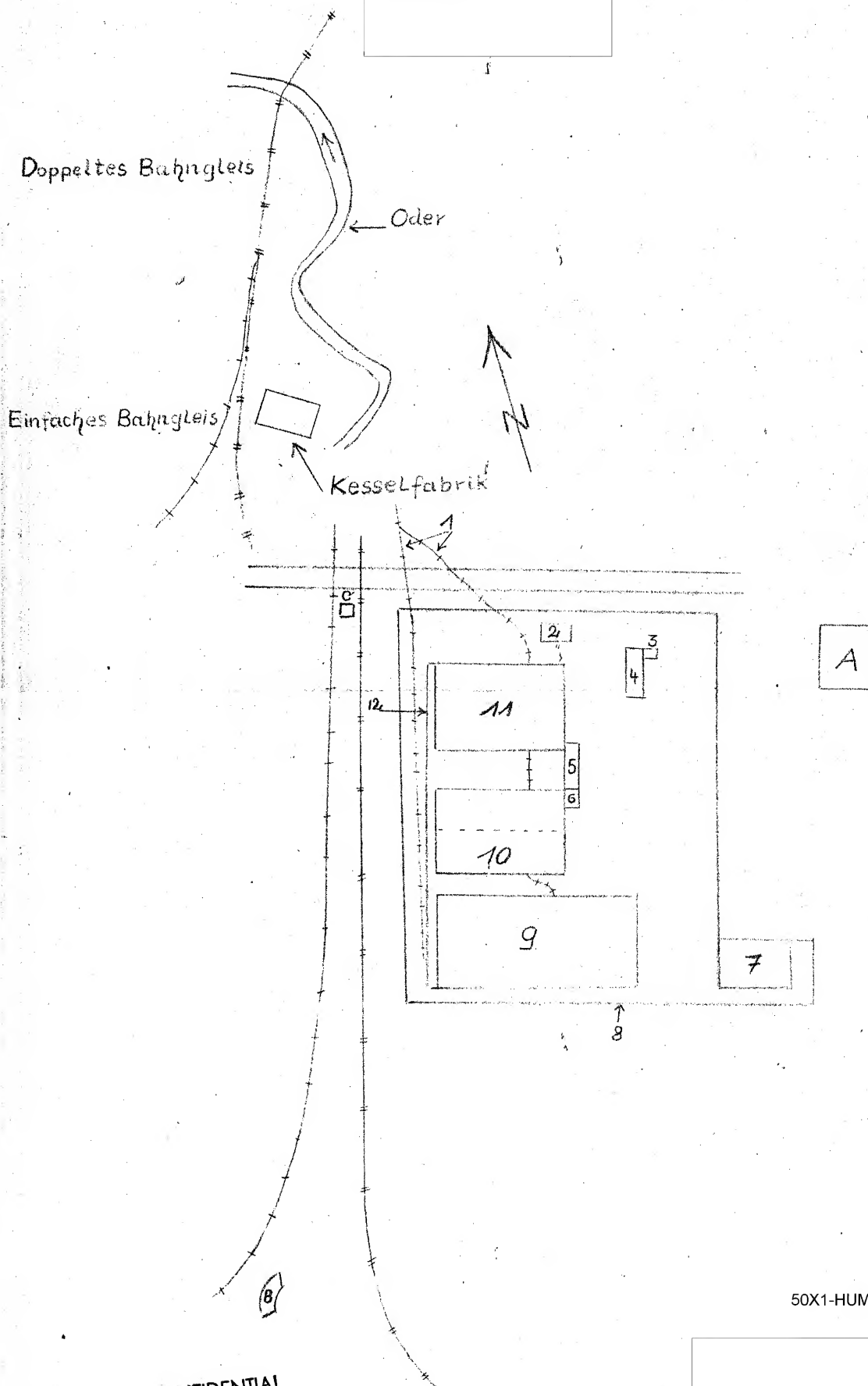
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